



1226 F Street
Lewiston, Idaho 83501

June 1, 1970

Mr. B. J. Worley
Vice President - Chief Engineer
Chicago, Milwaukee, St. Paul & Pacific Railroad
898 Union Station
Chicago, Illinois 60606

Dear Mr. Worley:

Thank you for your letter of March 19, 1970, regarding plans by the railroad for the community of Avery, Idaho.

Recently I received complaints by the U. S. Forest Service who have a ranger station immediately below the community of Avery in regard to oil emissions into the river. Mr. Kautz, Avery District Ranger, informs me that at times oil coming from the Milwaukee Railroad roundhouse covers as much as one-third of the river surface in the vicinity of the spill. This type of pollution must cease immediately as the river is used for water supplies at various points downstream.

Please keep this office informed in regard to your progress in Avery as we would like to get the sewage pollution from this community out of the river this year if possible.

Sincerely,

Arthur W. Van't Hul, P. E.
Regional Public Health Engineer

AVH/eel

cc: Edward W. Kautz, Avery District Ranger
Donald Boughton
Vaughn Anderson

USEPA SF



1281009

Avery, Idaho
Environmental
File

Chicago - July 21, 1970

Mr. K. E. Hornung:

Attached is copy of Mr. Striebel's letter of July 16 concerning oil emissions into the St. Joe River at Avery.

Do you agree that the installation of a small oil separator will handle this matter?



NES/lb

cc: Mr. F. A. Upton

N. E. SMITH
ASST. CHIEF FOR STRUCTURES

K H	F P D	B E D
A G	R J W	C L W
T U	H W K	H F S
H W L	J L A	F M J
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Avery, Idaho
Environmental
File

Deer Lodge - July 16, 1970
File: Stations - Avery

JUL 20 1970

N. E. Smith:

Reference your letter of June 9, 1970 with attached copy of letter from Mr. Arthur W. Van't Hul, State of Idaho, complaining of oil emissions into St. Joe River at Avery, Idaho.

Attached is print showing track area that is heavily polluted with lube oil. The entire area has about 1" of puddled oil. This oil gets into old inspection pit, then drains through diesel house, roundhouse and into sump, then to another sump with baffles near the river. Discharge from the second sump is into the river.

Sumps are being pumped to try to eliminate oil from getting into the river.

I recommend that an oil separator be installed in line between 1st and 2nd sumps as soon as possible.

J L Strickel
Division Engineer

PLS:jj

cc: DFO

Avery, Idaho
Environmental
File

Dear Lodge - September 7, 1970
File: 5110-M-5

Mr. H. W. Reinold:

Water Pollution - Avery

Please refer to your letter of August 18, 1970, file 5110-M-5 with reference to a letter written to Mr. F. A. Upton by Mr. H. E. Smith regarding above subject matter.

I had occasion to personally investigate this matter with the mechanical department personnel and also Roadmaster Ferrone September 3, 1970 and although there was evidence of a slight accumulation of oil in the St. Joe River, same was of a black color and approximately 200 yards upstream from the sump - located outside the west active stall of Avery roundhouse.

This oil comes from the area where we formerly serviced and handled the heavy oil or Bunker "C" which was used in our old Westinghouse passenger units and also the oil fired boiler (which has since been replaced with Cleaver Brooks automatic boiler fired with diesel fuel).

We also have an accumulation of oil around the trackage identified on Engineering Dept prints as track #18 where we service the helper engine and #24 track where EF-4 units lay over between trains nos. 261-262-263-264 and turn around extra trains. This condition due to wear in suspension and armature bearings in the case of EF-1 power and suspension bearing wear on EF-4 units; forces at Avery oil each consist to reduce bearing failure.

Mr. Smith's information with regard to changing the lube oil in the diesels at Avery is incorrect as we do not perform this work at Avery. We only maintain two barrels (approximately 90 gals) lube oil to protect main line and turnaround power at Avery.

In further discussing this problem with Divn Engr Striebel, he advises he has written this condition up and has recommended an oil separator be installed at Avery.

Avery, Idaho
Environmental
File

- 2 -

I have instructed Roundhouse Foreman Mattila to hereafter oil all units in long stall in roundhouse; the spillage from this pit drains into the aforementioned sump outside the roundhouse on river side.



cc: Mr. F. A. Upton

Mr. A. W. Hallenberg - This in answer to your letter of Aug.
14, 1970, file 5110-3-5

Avery, Idaho
Environmental
File

Deer Lodge - September 18, 1970
File: Stations - Avery

H. E. Smith:

Reference is made to your letter of August 11 concerning complaint received from the State of Idaho relative to oil emissions into the St. Joe River at Avery, Idaho.

For your information, the sump has been pumped and cleaned and there was approximately 3400 gallons of oil and sludge removed.

I do not concur with Mr. Johnson and Winfrey's recommendation that another separator is not needed. We need both a separator and an oil separator tank. The present sump is not an adequate separator.

STORAGE

There are no storage tanks available at that location. The tanks that now hold the heavy fuel oil apparently cannot be released.

It is my recommendation that an oil separator be installed as I previously recommended, equipped with skimmer and pump, a storage tank furnished, the engine servicing tanks, be cleaned and rebalanced and install drainage system along the track to the separator.

TRACK

REBALLED

Division Engineer

FLS:j1

Avery, Idaho
Environmental
File

Chicago - October 29, 1970

Mr. F. L. Striabel:

With reference to your letter of September 18, File: Stations-Avery, concerning the oil separator facility at the Avery engine house.

Attached are copies made from a print of drawing SA-673 which was used in the construction of the separator in the late 1940's. Three surface baffles, three solid dams, and an inverted outlet retain the oil and sludge in the separator. With periodic maintenance and oil removal, the separator should be an effective oil and sludge trap. The 14 inch pipes are part of an oil skimmer arrangement. Have you been able to use them in cleaning the separator?

In regard to an oil storage tank, Mr. L. O. Winfrey does not believe the two horizontal heavy fuel oil tanks (just east of the engine house) are in use. It would be better to utilize one of these tanks rather than trying to fit an additional tank car shell into the area. Have State or County officials been approached as to the possibility of using the recovered oil on the roads in and around Avery?

One item noticed in this separator is the lack of a vent on the inverted outlet. If the river level were to rise and backflow into the separator, a siphon might be formed in the pipe as the river level falls. This should be corrected.

I agree that a complete drainage system and rebalancing of the engine storage tanks is necessary, and an item has been submitted for the 1971 Budget.

ESJ
ESJ:gs
Att.